

2006 US/EUROPE INTERNATIONAL AVIATION SAFETY CONFERENCE

JUNE 6-8, 2006

PORTLAND MARRIOTT DOWNTOWN WATERFRONT

PORTLAND, OREGON, USA

*Global Aviation Safety Processes:
Refining, Reinforcing, and Streamlining*

AGENDA

MONDAY, JUNE 5

REGISTRATION DAY

1:00 PM - 5:00 PM

Registration

Ballroom Foyer

4:30 PM – 5:30 PM

Briefing for all speakers, moderators,
and panelists

Salon I

TUESDAY, JUNE 6

**WELCOME & OPENING REMARKS
PANEL DISCUSSIONS & FUTURE FRAMEWORK**

7:00 AM – 8:30 AM	Breakfast	Salon F-I
7:30 AM - 5:00 PM	Registration	Ballroom Foyer
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8:30 AM - 9:00 AM	Welcome and Opening Remarks <i>Nick Sabatini, FAA, Associate Administrator for Aviation Safety</i> <i>Patrick Goudou, EASA Executive Director</i> <i>Andre Auer, JAA Chief Executive</i>	Salon A-E
9:00 AM - 9:15 AM	Update on FAA <i>Presentation by Nick Sabatini, FAA Associate Administrator for Aviation Safety</i>	Salon A-E
9:15 AM - 9:30 AM	Update on EASA <i>Presentation by Patrick Goudou, EASA Executive Director</i>	Salon A-E
9:30 AM - 10:00 AM	Update on JAA <i>Presentation by Andre Auer, JAA Chief Executive</i>	Salon A-E
10:00 AM - 10:30 AM	Coffee Break	Salon F-I
10:30 AM – 12:00 PM	Panel: Risk-Based Regulatory Decisions: What's working? What's not? <i>Moderator: Andre Auer, JAA</i> <i>Panelists: Ali Bahrami, FAA</i> <i>Peter Stastny, Eurocontrol</i> <i>Vincent deVroey, Association of European Airlines</i> <i>Mike Romanowski, Aerospace Industries Association</i> This panel will focus on the successes and challenges regarding risk-based decisions by regulators and the effect of those decisions on aviation safety. What have the benefits been to those authorities that have adopted a risk-based approach to regulatory oversight? How do the authorities balance legal requirements vs. discretionary authority? Are authorities using their resources in a risk-based manner and focusing efforts in the right areas?	Salon A-E
12:00 PM - 1:30 PM	Lunch	Salon F-I

TUESDAY, JUNE 6

THEMATIC DAY
(CONTINUATION)

1:30 PM – 3:00 PM

**Panel: Fees and Service: Are They
Mutually Exclusive?**

Salon A-E

Moderator: Claude Schmitt, Airbus

Panelists: Frederic Copigneaux, EASA

Simon Baker, UKCAA

Martin Eley, Transport Canada

Jim Coyne, CASA-Australia

Many countries either have moved or are moving toward establishing fee-based funding systems. However, with the imposition of fees, the regulator becomes more of a service provider. The customer expects a product in exchange for their fee. How do authorities balance the need for cost recovery, their regulatory obligations, their required independence, and the expectation from industry for timely and efficient service? This panel will consider the related issues and highlight experiences and challenges.

3:00 PM - 3:30 PM

Coffee Break

Salon F-I

3:30 PM - 5:00 PM

“Hot Issues” Round Table:

Salon A-E

This session will consist of an open forum to discuss current issues of interest to conference participants.

FAA: Nick Sabatini, Jim Ballough, John Hickey, Tony Fazio,

EASA: Patrick Goudou, Norbert Lohl, Claude Probst, Francesco Banal,

JAA: Andre Auer, Georges Rebender

6:30 PM – 8:30 PM

Reception (cash bar)

Salon F-I

WEDNESDAY, JUNE 7 WORKSHOPS

7:00 AM – 8:30 AM Breakfast Salon F-I

8:30 AM - 10:00 AM Thematic Workshops

The Global Environment. Panel: The Future of Design Validation: Balancing the Needs of Authorities and Industry Salon A-D

Moderator: John Hickey, FAA

Panelists: Norbert Lohl, EASA

Baruch Marom, Gulfstream-Israel

Wolfgang Engler, Airbus

Jaime Marquez, International Lease Finance Corporation

Today's validation environment has been built from the past multi-authority/JAA experience. Is validation still needed? How can we exercise greater trust and rely on the certification authority's findings? How should validating authorities obtain enough familiarity with a product's type design to support State of Registry responsibilities without imposing an undue burden on aviation industry? What about post-design? How can this review process be streamlined? Are leasing company requirements creating unnecessary reevaluation of design data? This panel will look at best practices, discuss the needs of authorities and industry, and examine strategies for future cooperative activities.

-OR-

Process Streamlining. Panel: Common International Air Carrier Operation Specifications: How Do We Get There? Mt. Hood

Moderator: Brian Miles, Emirates

Panelists: Mel Cintron, FAA

Georges Rebender, JAA

Bill Voss, ICAO

Juergen Haacker, IATA

This panel will focus on the challenges facing both airlines and safety regulators. regarding the ongoing proliferation of required operations specifications worldwide. Airlines and regulators alike are facing reductions in resources including staffing and budget. The panel will explore ways to achieve maximum harmonization of the application of regulatory requirements to minimize differences and reduce duplication while meeting safety obligations as defined by International agreements and State specific regulatory responsibilities.

-OR-

US/EU Feedback Forum. Rulemaking Work Program and Priorities: Are We Doing the Right Thing? Salon E

Chairs: Tony Fazio, FAA

Claude Probst, EASA

The FAA and EASA will describe the process proposed for rulemaking cooperation under the new U.S./EC bilateral agreement. In addition, FAA and EASA will discuss current cooperative activities in the area of rulemaking and identify their priorities for the coming year. This forum will provide the opportunity for conference participants to understand how cooperation and harmonization will proceed, become familiar with the rulemaking process and priorities, and provide direct feedback to FAA and EASA.

WEDNESDAY, JUNE 7 WORKSHOPS CONTINUED

10:00 AM - 10:30 AM Coffee Break Salon F-I

10:30 AM - 12:00 PM Thematic Workshops

***The Global Environment. Panel: Achieving a Seamless
Global Aviation System: The Importance of Interoperability***

Mt. Hood

Moderator: Jim Casey, ATA

Panelists: John McGraw, FAA

Jean-Claude Richard, Air Traffic Alliance

Terry McVenes, IFALPA

Mike Durham, Boeing

The goal for the future global aviation system is to have harmonized systems and procedures to support "borderless" interoperability. In order to do so, there must be early, continuing participation in developing global standards and procedures to ensure compatible international requirements. This panel will discuss challenges anticipated in the next 5-10 years and opportunities for partnership to promote common solutions for common problems.

-OR-

***Process Streamlining. Panel: Global Design and Manufacturing:
The Future is Now***

Salon A-D

Moderator: Andy Brindisi, Pratt & Whitney/IAQG

Panelists: Frank Paskiewicz, FAA

Peter Corbeel, EASA

Kent Whitmer, Wencor

Kinsuke Hara, Mitsubishi Heavy Industries

Antonio Victorazzo, Embraer

As the aviation community continues to expand, once-novel approaches to the design and manufacturing of products through outsourcing and/or partnerships between domestic and international certificate holders are becoming routine. After-market parts production is an expanding market as well. Further, there is a continuing trend regarding the adoption of a common aviation quality system standard by production approval holders and their suppliers. What are the challenges that must be addressed? Can design of components be recognized separate from a type certificate? Can a manufacturer take credit for "industry controlled other party" audits of its suppliers? What can the authorities and industry do differently to enable these industry trends in light of oversight requirements?

-OR-

***US/EU Feedback Forum. Understanding the US/EC Maintenance
Agreement***

Salon E

Chairs: Rick Domingo, FAA

Julian Hall, EASA

The United States and the European Community are in the final stages of negotiating the new bilateral agreement that will govern the future recognition of repair station approvals in the United States and Europe. The FAA and EASA will present the provisions of the 1) draft Executive Agreement and 2) maintenance annex and related guidance. The presenters will answer questions and seek feedback from conference participants on the contents that have been negotiated. *Note: This will be the only opportunity for public feedback on the maintenance agreement.*

WEDNESDAY, JUNE 7 WORKSHOPS CONTINUED

12:00 PM - 1:30 PM Lunch Salon F-I

1:30 PM - 3:00 PM Thematic Workshops

The Global Environment. Panel: The ICAO Directors' General Conference on A Global Strategy for Aviation Safety – Realizing the Vision Mt. Hood

Moderators: Nick Sabatini, FAA and Patrick Goudou, EASA

*Panelists: Azharuddin Rahman, Malaysia DCA
Gilberto Lopez-Meyer, Mexico DGCA
Robert Shuter, Transport Canada
Bill Voss, ICAO
Günther Matschnigg, IATA*

The International Civil Aviation Organization held a Directors' General Conference in March 2006 focusing on aviation safety. The key goals of the conference were to promote implementation of safety management globally, increase the transparency and exchange of vital safety-related information, find new ways to assist States in meeting their safety oversight obligations, and establish harmonized means for States to provide oversight of foreign air operators that operate in their airspace. This panel will discuss the outcomes of the conference and brainstorm the possibilities for future international cooperation need to achieve these goals.

-OR-

Process Streamlining. Panel: The Many Faces of Delegation: Leveraging the Commonalities from Design to Operation Salon A-D

Moderator: Sarah MacLeod, ARSA

*Panelists: Rick Domingo, FAA
Norbert Lohl, EASA
Jürgen Repenning, Lufthansa Technik
Lynne Thompson, Boeing*

Civil aviation authorities around the world continue to rely on designees and/or delegated organizations. The challenge, however, for industry is that one organization can hold multiple delegations from a variety of civil aviation authorities and be subject to a wide range of requirements to support these privileges. These requirements are, in many cases, duplicative and industry is subject to multiple oversight audits from different, but related governments and governmental organizations. This panel will discuss current practices with the objective of identifying areas that could benefit from increased cooperation among the governments and the industry organizations holding delegations related to design, manufacturing, maintenance, and operations. What would it take to move to ward a delegation with "ratings" for all of these functions?

-OR-

US/EU Feedback Forum. Understanding the US/EC Airworthiness Agreement – (Part 1 - The Executive Agreement and Airworthiness Annex) Salon E

*Chairs: Mary Cheston, FAA
Frederic Copigneaux, EASA*

The United States and the European Community are in the final stages of negotiating the new bilateral agreement that will govern the future acceptance of aeronautical products that are imported and exported between the United States and Europe. In this session, the FAA and EASA will present the provisions of 1) the draft Executive Agreement and 2) the airworthiness annex. The presenters will answer questions and seek feedback from conference participants on the contents that have been negotiated. *Note: This will be the only opportunity for public feedback on the airworthiness agreement.*

WEDNESDAY, JUNE 7 WORKSHOPS CONTINUED

3:00 PM - 3:30 PM

Coffee Break

Salon F-I

3:30 PM - 5:00 PM

Thematic Workshops

The Global Environment. Panel: Operating Very Light Jets: Challenges for the Future Global Regulatory System

Mt. Hood

Moderators: Ed Smith, GAMA

*Panelists: Peter Dula, FAA
Georges Rebender, JAA
Traver Gruen-Kennedy, DayJet
Robert Wright, Eclipse*

With the emerging Very Light Jet market, identifying potential issues and addressing them in a timely manner has become a focus of both industry and the regulatory authorities. The intent of the panel is to discuss operational issues such as the impact on airspace, airport capacity, pilot training and certification, inspector resources.

-OR-

Process Streamlining. Panel: Implementing Safety Management: The Challenge of Focusing our Resources

Salon A-D

Moderator: Don Sherritt, Transport Canada

*Panelists: Dave Hempe, FAA
Ryan Hunninghaus, Swiss FOCA
Hondo Gratton, CASA-Australia
Walter Desrosier, GAMA
Neil Johnston, European Cockpit Association*

Through safety management systems (SMS), we can change the way regulation and oversight is conducted. By using a disciplined and standardized approach, SMS enables aviation organizations to identify and manage risk far better than before. ICAO is introducing global requirements for States to have safety management programs. While some authorities are focusing on service providers, others including the FAA and the Swiss FOCA, are also looking internally. Safety management requires additional skill sets which will force us to review current training and human resource management practices." How will this transition work?

-OR-

US/EU Feedback Forum. Understanding the US/EC Airworthiness Agreement – (Part 2 - The Implementation Procedures)

Salon E

*Chairs: Mary Cheston, FAA
Frederic Copigneaux, EASA*

The United States and the European Community are in the final stages of negotiating the new bilateral agreement that will govern the future acceptance of aeronautical products that are imported and exported between the United States and Europe. In this session, the FAA and EASA will present the provisions of the technical implementation procedures between the FAA and EASA. The presenters will answer questions and seek feedback from conference participants on the contents that have been negotiated. *Note: This will be the only opportunity for public feedback on the airworthiness agreement.*

THURSDAY, JUNE 8 INFORMATION SESSIONS

7:00 AM – 8:30 AM Breakfast Salon F-I

8:30 AM – 12:00 PM **Information Sessions:** The purpose of these information sessions is to provide quick updates on current issues.

8:30 AM - 10:00 AM

Aircraft Certification

Salon E

Chairs: John Hickey, FAA
 Norbert Lohl, EASA

Presentations on: Certification Standards for Unmanned Aerial Systems, FAA/EASA
 Alternative Methods for Approval: Case Study on Child Restraints, AmSafe Aviation

-OR-

Maintenance

Salon A-D

Chairs: Rick Domingo, FAA
 Julian Hall, EASA

Presentations on: Enhanced Repair Station and Air Carrier Outsourcing Oversight System, FAA
 New Strategies for New Challenges: Oversight of Contract Maintenance, FAA Part M, EASA

-OR-

Smoke in the Cockpit

Mt. Hood

Chairs: Jim Ballough, FAA
 Peter Corbeel, JAA

Presentation by: John Cox, Safety Operation Systems
 Jim Ballough, FAA
 Peter Corbeel, EASA

10:00 AM - 10:30 AM Coffee Break Salon F-I

10:30 AM - 12:00 PM Continuation of Sessions for:

Certification/Maintenance

Salon E

Chairs: John Hickey and Jim Ballough, FAA
 Norbert Lohl and Alain Leroy, EASA

Presentations on: International Helicopter Safety Team, FAA
 Transfer of CIS-Manufactured Aircraft into Europe, EASA
 Maintenance Credit for Aircraft Health Monitoring and Management Systems (e.g. HMMS), FAA
 Signing of the revised US/New Zealand BASA IPA

-OR-

Sport/Recreational Aviation

Salon A-D

Chairs: Peter Dula, FAA
 Alain Leroy, EASA

Presentations on: U.S. Experience under Light Sport Rule, EAA
 EASA Approach for Sport Aviation, EASA

THURSDAY, JUNE 8 CLOSING SESSION

12:00 PM - 2:00 PM

Lunch

Salon F-I

Note: Lunch is extended to allow notetakers to finalize their recommendations and presentations for the closing session

2:00 PM - 4:00 PM

Closing Session

Salon A-E

- Summaries and Conclusions
- Review of Action Items
- Closing Remarks
 - Comments from the floor on the Conference
 - Next conference announcement